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geographic and geologic phenomena, as well as beautiful and attractive scenically, the experiment ought to succeed, and probably will. If it does it will be an event of importance in American geography, for it will open up to teachers an opportunity to learn under good guidance how to better their work, and that will have the tendency to place geography teaching on a higher plane. Moreover, it will encourage other universities to develop similar schools. One of the great needs of geography to-day is to have the great army of teachers better trained; and such a school as this offers an opportunity for such training.

ABSTRACT OF A LECTURE BY MR. HARRY DE WINDT,

MARCH 7, 1903.

"PARIS TO NEW YORK OVERLAND."

Mr. de Windt, the Vicomte de Clinchamp, and Mr. George Harding left Paris in December, 1900, to reach New York by way of Siberia and Alaska. At Irkutsk, where they arrived in ten days, they took sleighs and followed the frozen Lena to Yakutsk, a journey of nearly 2,000 miles in a northeasterly direction. The temperature was from 15 to 35 degrees below zero. Horses were changed at the post-houses, thirty miles apart. It took twenty-three days to reach Yakutsk, where the horses were changed for reindeer.

The next stage was to Verkhoyansk, 600 miles to the north, and the coldest inhabited place on the globe, with an average temperature for the year of 2 degrees Fahrenheit. On this stage the post-houses were sometimes 80, sometimes 150 miles apart. They left Verkhoyansk on the 2d of March for Srednekolymsk, 1,100 miles to the northeastward. This distance was made in twenty-three days, through blinding snowstorms. At Srednekolymsk dog-sleds were procured and the travellers set out for Bering Strait. They were often without the means of making a fire, the dogs gave out and went mad, and when Chaun Bay was reached the provisions were exhausted. The next day a Chukchi settlement was found. East Cape was reached on the 19th of May. Here the party were taken on board the U. S. Revenue cutter *Thetis*, and landed on the opposite coast. Then they went by a trading steamer to Cape Nome, and thence to New York.

Mr. de Windt thinks that almost any engineering feat is possible, but he regards the building of a railroad over the vast Siberian tundras and the tunnelling of Bering Strait as enterprises little likely to attract the attention of capitalists for a long time to come.